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# Hongkong Daily Press.

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No. 13,856 九月十日星期五香港報 HONGKONG, TUESDAY, AUGUST 19TH, 1902. 九月十日星期五香港報 HONGKONG, TUESDAY, AUGUST 19TH, 1902. 九月十日星期五香港報 HONGKONG, TUESDAY, AUGUST 19TH, 1902. PRICE, \$24 PER MONTH

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IS BREWED IN THE COLONY  
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Hongkong, 1st January, 1902. [104]

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9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.15 p.m. Every 15 minutes.

3.15 p.m. to 4.15 p.m. Every 10 minutes.

4.15 p.m. to 5.15 p.m. Every 15 minutes.

5.15 p.m. to 6.15 p.m. Every 10 minutes.

6.15 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.45 p.m. Every 10 minutes.

7.45 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 12.00 m. Every 15 minutes.

12.00 m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

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Hongkong, 1st October, 1902. [105]

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Hongkong, 1st October, 1902. [106]

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Hongkong, 1st June, 1902. [107]

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A First-class Hotel with thirty-five very

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By the day, £1.00 to £7.00

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Every Room has a Private Bath.

Dinner and Breakfast included in the price.

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Hongkong, 2nd November, 1901. [108]

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[107]

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ASK FOR AND SEE THAT YOU GET

## THE ORIGINAL

## "CROWN BRAND"

## STONE GINGER BEER.

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[108]

DRESSELHUYS & NIEUWENHUYSEN'S  
DUTCH CIGARS.

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HAVANA, DELI (SUMATRA) TOBACCO.

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## FROM MAKER TO USER.

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## LATEST IMPROVED SINGER SEWING MACHINES

AT NO. 3A, WYNDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER. Family or Manufacturers' uses.

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A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES MADE IN GERMANY.

THE SINGER MANUFACTURING CO.  
(OFFICES IN EVERY CITY IN THE WORLD.)

Hongkong, 22nd July, 1902. [110]

[110]

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DEVELOPING AND PRINTING UNDETERMINED.

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A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

## AERATED WATERS

are made solely with the water procured from the Government Tytan Reservoir, and specially filtered in large storage filters on the best scientific principles.

Our AERATED WATERS are thus  
ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

A. S. WATSON &amp; CO.

LIMITED,

## AERATED WATER

## MANUFACTURERS

## THE HONGKONG DISPENSARY.

[S1]

**NOTICE TO CORRESPONDENTS.**  
ONLY COMMUNICATIONS relating to the news columns should be addressed to THE EDITOR.

CORRESPONDENTS must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on days of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic address: "PACIFIC, Codes: A.B.C. 5th Ed., Letter."

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## MARRIAGE.

On the 16th July, at the Church of St. Stephen the Martyr, Avenue Road, Regent's Park, Vice of Rev. Frederick Hopkins, Rector of Holden Hill Vicar of Holdenhurst, Hants (Father of the Bride), assisted by the Rev. James Hartshorne Young, Rector of Shipdham, Norfolk, Farnham, GARDNER HOPKINS, to GLENDALE CAROLINE, youngest daughter of the late ARTHUR WELLERSEY WALKIN-HAWK, of Foochow, China. [2227]

## The Daily Press.

HONGKONG OFFICE: 14, DRS VUEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th August, 1902.

The question of the morality of the opium traffic is one which is likely to exercise many good people for a long time to come, and in Hongkong we get frequent reminders from home of the efforts being made there to stop the trade, in the shape of pamphlets from the anti-opium party. Since, however, the finding of the last opium commission appointed by the British Government was such that it could but little please those who would totally abolish the manufacture and export of the drug from British possessions, and since it is impossible for the sensible man to condemn utterly the production of opium while neglecting a subject which touches England itself more nearly, the importation of far more harmful preparations of alcohol into savage or semi-civilized countries, we may plead justification for considering the opium trade as a fact and not in the light of a subject for moral consideration. A point has arisen in connection with the opium-trade in China which cannot be neglected by those interested in British commerce here. It must be remembered that the trade in opium is entirely a British trade, and that the Indian Government is very largely interested in it. In 1885 what is known for short as the "Opium Convention" was signed at London between Britain and China, being really additional articles to the Chefoo Convention of 1876, which was only finally ratified in 1886. These articles took particular notice of the opium trade and

laid down certain regulations with regard to the import and *leaks* duties on opium brought into China. The matter is brought up by the raising from this month onward of the import and *leaks* duty by 100 per cent., \$400 being now charged when formerly the imports amounted to \$200.

Now the fifth of the additional articles to the Chefoo Agreement, above mentioned, reads as follows: "The Chinese Government undertakes that when the packages shall have been opened at the place of consumption the opium shall not be subjected to any tax or contribution, direct or indirect, other than or in excess of such tax or contribution as is or may hereafter be levied on native opium." Canton, Swatow, and other coast places are the treaty ports to which the opium passes through Hongkong, but they are not of course the places of consumption of all the opium sent to them. The packages of foreign opium are opened at the shops and opium-divans at the various inland towns, etc., where the drug is sold and smoked. The native drug is also sold and consumed at these same shops and therefore by the treaty clause to which we have referred should be equally taxed. To charge an additional tax on the foreign drug at Canton, Swatow, and other ports is contrary to the treaty. But naturally the Chinese Government would find it of enormous difficulty to levy the tax at places of consumption and on the native as well as the foreign drug. Very little money would be likely to reach Peking after deducting the provincial "squeezes" and the extra cost of collection. It is far easier (except in so far as Great Britain is likely to interfere on treaty grounds) to levy a double tax on the foreign drug, while we do not know that the duties on the native production have actually been raised. There can be no doubt that a violation of the 1885 Convention has been committed, and now when a new treaty is being negotiated it is time to take note of the fact and come to a definite agreement in the matter. If China is to differentiate in the way described above against the foreign, that is the British-grown, drug, let us have the term set out in black and white. A tacit violation of a treaty without protest from the losing party can only have a bad effect on the Chinese official mind.

When Lord Kitchener was returning to England in 1899 he was very anxious to arrive in time to hear the House of Commons debate on the Sudan. He was on the point of embarking at Alexandria, not at that time in quarantine, when driving to the quay he heard that three cases of disease had broken out in the town. His companions said, "All right, it is not in quarantine." "It will be," rejoined Lord Kitchener, and forthwith he turned the cab about, travelled to Port Said, and took a steamer to El Mina. Even there some difficulties were made, but, finding a menagerie on its way in the same boat, a gift from the Mikado to the Emperor of Austria, Lord Kitchener represented that the animals would if kept back, prevailed and went on; he attended the races at Vienna, and arrived in London in excellent

Mrs. Alexander Hector, better known to the novel-reading public as Mrs. Alexander, died last month at the age of twenty-seven. She was born in Dublin in 1875, and was educated in that city and in France. Most of her popularity was won by such books as *Which Shall It Be?*, *The Woolly Owl*, *Her Dearest Fee*, and *The Frere*. A long succession of romances which followed these earlier efforts preserved her for the favour of the public; and *The Heritage of Langdale*, *A Golden Autumn*, *For His Sake*, *A Woman's Heart*, *A Choice of Exiles*, *A Missing Heir*, *The Yellow Flag*, and *Brown*, V.C., were among her later works.

A correspondent signing himself "Yellow Flag" writes to the *Calcutta Englishman*:— "Can anyone inform me what is the use of the so-called 'Treaty Port,' Yatung? I believe a missionary-lady lives there as does also a Chinese custom official (under Sir Robert Hart), but is well known it is a farce as a trade centre, since the Tibetans will not 'trade' so close to the confines of this country, but prefer to do all the trade there is to be done" at Kalimpong. Why, therefore, is Yatung kept up? The Chinese Customs official might hoist the Chinese flag on a bit of land nearer civilization. Her Majesty the Empress of China might save a lot of money by disbanding the Chinese Regiment at Yatung, and the Jeylo Pass as before, would be the boundary. At the same time it is a pity the Chumbi Valley was not added to Sikkim after the last expedition." Now in the last I.M.C. trade report—for 1900, for that for 1901 has not yet appeared—Mr. V. C. Henderson wrote:—"Since the opening of Yatung as a trade mart the trade has hitherto year by year shown a consistent and satisfactory increase on its own small scale." Mr. Henderson goes on to explain that the combination of unsettled times with local visitations of disease (including foot-and-mouth disease among the yaks) caused a set back in 1900, which must in no way be taken as a criterion of the trading possibilities with Tibet. Only eight Europeans visited Yatung in 1900.

H.M.S. *Rinaldo* went out on a cruise yesterday.

The visitors to the City Hall Library and Museum last week were 161 non-Chinese and 40 Chinese to the former, and 51 non-Chinese and 1,452 Chinese to the latter institution.

We have received a copy of the "Annual Review" issued by the *Daily Commercial News* of San Francisco. It is well printed and extensively illustrated, and is a very complete record of the trade and development of San Francisco during the past year.

Admiral Borresen and Commander Rosengren, of the Norwegian Navy, have both been sentenced by a court-martial to 20 days' imprisonment and a fine of £30 for having shown negligence in recent naval manoeuvres, whereby the ironclad *Eidsvold* went ashore.

The first prize at the St. Louis Exposition airship contest will be £20,000. The competition is over a ten miles "L"-shaped course at more than twenty miles an hour; £10,000 is offered in minor prizes. Each competitor pays £250 which is refunded when an apparatus considered satisfactory by the committee has been installed.

Mr. Arthur Manners had a narrow escape yesterday afternoon at about 3.30. He was going across to Kowloon by the launch when he accidentally fell overboard, and in doing so struck his head against the side of the boat. The blow stunned Mr. Manners, and Mr. E. R. John, seeing his condition, jumped overboard and saved the drowning man.

The crew of H.M.S. *Orlando*, on their arrival at Portsmouth to pay off after serving a commission on the China Station, were presented with the Medal for the China war, the decorations being distributed by Mrs. Columb, wife of Admiral Columb. Their son, Commander Philip H. Columb, is in command of the vessel, Captain J. H. T. Burke, C.B., having died on the way home.

The death of the afflicted Earl of Arundel gives a pathetic added interest to the great Roman Catholic Cathedral which the Duke of Norfolk is building at Norwich. It was originally designed, in the Duke's own phrase, as "a thank-offering to God after my most happy marriage." But when the nave was completed and opened by Bishop Headley another purpose was associated with it. "This noble church," said the Bishop, "was the offering of the piety of one whom we pray God to bless. When he planned and offered it, it was a thank-offering for happiness. But since then God had manifested His holy will in visitation and sorrow, and the founder hopes, in this offering, for God's blessing upon those who are near and dear to him." Building is now proceeding on the chancel and choir, and the finished Cathedral will be associated with the memory of the Duke's dead son.

The U.S. Treasury Department has decided that the immigration laws of the United States apply to native residents of Philippine Islands and Porto Rico entering the States.

Strikes among Filipino labourers still continue, says the *Manila Freeman*. By the time one class of workmen are satisfied, and induced to return to their labour, another goes out. Conditions will continue to be unsettled until action is taken towards admitting Chinese labour.

The Admiralty have withdrawn the clause fixing the minimum age of 35 for promotion of engine-room artificers to warrant rank, and have reduced the qualifying service for promotion from ten to eight years, thus making engine-room artificers eligible for promotion to warrant rank at the age of 29.

A Swedish mechanical engineer by the name of H. Hermann, who was employed in the Camming's Rice Mill at Apait, Pampanga Province, P.I., was shot and killed at that place by the municipal police, acting under orders of the municipal secretary whom Hermann had previously wounded. Enquiries into the affair are being made.

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form. Mr. William Jennings Bryan, in an interview in Iowa, said he was not seeking the candidacy for the U.S. Presidency, but would accede to the desire of the Democracy.

Dacca is reported to be so bad in the Vinh Long and Saigon districts of French Indo-China that Saigon merchants are advertising that they will give rewards to whoever is instrumental in causing the arrest of any of the culprits.

An unconfirmed rumour has reached Bangkok that the Shan dacois have entered Chiengmai. However, no telegraphic communication was existing between North Siam and the capital, the Shans having cut the wires on the 6th instant. It is also circumstantially reported that the Shans have captured Lakon Lampang, causing Mr. Leonowens and a party of Europeans to fly to Chiengmai. Siamese troops are advancing on Lakon. The Bangkok Times of the 8th inst says:—The worst news of which one can be certain to-day is that the river, which was rising, has fallen again, and there is no water north of Paknam-pok. That means a delay of probably ten or twelve days in the advance of the troops. One need not point out how serious that may be.

Sir Harry Johnston writes in his new book *The Uganda Protectorate*:— "Cannibalism lingers in the western corner of the Protectorate; while the natives of other parts are importing tinned apricots, or are printing and publishing in their own language summaries of their past history. This is the country of the okapi, the whale-headed stork, the chimpanzee, and the five-horned giraffe, the rhinoceros with the longest horns, and the elephants with the biggest tusks." Sir Harry Johnston is almost enthusiastic about Uganda, but admits its drawbacks. He says in one place:—"Hitherto in these descriptions I have had difficulty in restraining language within the limits of reasonable enthusiasm when describing the scenery and colour. The reverse of this pleasing aspect of the Uganda Protectorate is the almost constant presence of mosquitoes (thou, h. these can be to a great extent banished by clearing away the bush), the danger of severe attacks of malarial fever, and, lastly, the thunderstorms."

A correspondent signing himself "Yellow Flag" writes to the *Calcutta Englishman*:— "Can anyone inform me what is the use of the so-called 'Treaty Port,' Yatung? I believe a missionary-lady lives there as does also a Chinese custom official (under Sir Robert Hart), but is well known it is a farce as a trade centre, since the Tibetans will not 'trade' so close to the confines of this country, but prefer to do all the trade there is to be done" at Kalimpong. Why, therefore, is Yatung kept up? The Chinese Customs official might hoist the Chinese flag on a bit of land nearer civilization. Her Majesty the Empress of China might save a lot of money by disbanding the Chinese Regiment at Yatung, and the Jeylo Pass as before, would be the boundary. At the same time it is a pity the Chumbi Valley was not added to Sikkim after the last expedition." Now in the last I.M.C. trade report—for 1900, for that for 1901 has not yet appeared—Mr. V. C. Henderson wrote:—"Since the opening of Yatung as a trade mart the trade has hitherto year by year shown a consistent and satisfactory increase on its own small scale." Mr. Henderson goes on to explain that the combination of unsettled times with local visitations of disease (including foot-and-mouth disease among the yaks) caused a set back in 1900, which must in no way be taken as a criterion of the trading possibilities with Tibet. Only eight Europeans visited Yatung in 1900.

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HONGKONG AND WHAMPoa  
DOCK CO. LTD.

## HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders in the above Company was held yesterday at the offices, Queen's Buildings. Mr. D. E. Brown (chairman) presided over a large attendance, among whom were Messrs. W. A. Siebe, J. S. Van Buren, Hon. C. W. Dickson, Messrs. G. H. Medhurst, E. Goetz, A. Haupt, J. B. Lewis, Hon. R. Shawan, directors; Mr. B. Dixon (chief manager), and G. A. Caldwell (acting secretary); J. Anderson, A. S. Anton, A. F. Arcoll, T. Arnold, R. Becker, H. F. Carmichael, G. de Champoux, K. A. Chinay, Cho Hing Ki, W. E. Clarke, W. A. Crookshank, H. M. S. H. Eustell, A. R. Ezekiel, E. Georg, A. E. Gubbay, C. S. Gubbay, David Hinckell, John Hastings, E. H. Hinds, Ho Fook, Ho Kom Tong, W. M. Humphreys, Hart Buck, H. Jensen, E. S. Joseph, M. A. Joseph, S. A. Joseph, Lau Kin Fai, J. J. Leirin, Liao Tse San, Lo Cheung Shiu, Lo Ping Shek, I. P. Madar, H. A. Mayer, J. Michael, M. Michael, H. M. Michael, S. H. W. Michael, R. Mitchell, G. W. C. Pemberton, P. C. Potts, H. T. Reid, J. C. de Remedio, C. Richards, Alexander Ross, Charles H. Ross, Capt. T. Rowan, Hon. U. S. Sharp, A. Sharp, A. H. Stetton, H. A. W. Slade, Otto Struckmeyer, R. Ursowith, W. H. Wickham, W. G. Winterburn, P. Witkowski, Wong Chuk Yau, and Wong Ki Sam.

The notice calling the meeting having been read.

The CHAIRMAN said—Gentlemen. Before commencing the regular business of the meeting, I will say, I feel sure, wish to join with the Board and employees in offering an expression of deep regret which we all feel "at the unexpected death during the period under review of our late chief manager, Mr. David Gillies, so long and so closely identified with us. The report and accounts having been printed and in your hands for some time, I will wish you to consider the same before you lay them open. Your directors much regret that the figures they have to lay before you show, such a falling off in the net profit for the first six months of the year, being only \$373,460.86 as against \$406,949.28 for the previous half-year and \$806,558.65 for the corresponding period of last year. Adding the large amount of \$420,119.59 brought forward from last account, the amount available for appropriation after deducting directors' and auditors' fees is \$787,630.45, and the Board recommends this amount to be distributed as follows:—That a dividend of 10 per cent., and a bonus of 2 per cent. for the half-year, absorbing \$380,000, be paid to shareholders, that \$163,004.63 be written off the value of the Kowloon Dock, \$40,670.92 from the Co-mopolitan Dock, and \$10,755.99 from floating plant, absorbing \$519,437.76, leaving to be carried forward \$263,392.65, or about \$160,000 less than was brought forward from last year, and was due to this division of profits will be acceptable to shareholders, though as it may possibly be a surprise to many, it is nevertheless true, that, in comparison to the net profits for any six months' working, the present appropriation to shareholders is the largest ever paid in the history of the Company. The amount so written off will leave the Kowloon Dock standing in our books at \$1,750,000, or \$50,000 more than on the 1st July last; the Commodity Dock at \$300,000, the same as on that date; and our floating plant, adding the dredger Conson River, one new steam lighter and one launch at \$205,000, as against \$48,300 at the end of last year. The dulness of business in all departments was unusually marked during the six months under review, but it was not altogether unexpected, as my predecessor at one meeting on February 26th last pointed out to you that the enormous increase of work brought to us by the Spanish-American War and the disturbances in the North of China had passed away, and that we should have to look to an improvement in the trade of the Far East generally, to make up for the loss. This development of business out here has not, as you all know, as far shown itself, in fact, trade is unusually depressed just now, and we suffer like other people from the relapse, and the general absence of life and lack of demand in business. The heavy fall that took place in the value of the dollar early in the year had also its effect on our earnings, as it is impossible for us to immediately adjust all our charges to the increased dollar cost of all material ordered from home. It is true that a low exchange increases the dollar value of your fixed machinery and tools, but the only method that you cannot replace machinery for the same number of dollars and does not affect your accounts in any way. But in spite of the falling off during the past six months, I am glad to say that prospects do look a little better for the second half of the year which will bring the addition of a new Trans-Pacific fleet of large steamers, two of which are over 9,000 tons, and whose Eastern terminus will be Hongkong, as the substitution by one of the present Trans-Pacific fleet of two 11,000 ton steamers for two smaller ones now running. We spent, including \$39,000 for our dredge, over \$251,000 on improvements and additions during the first six months of this year, and the benefit of these improvements is even now being felt in the reduced cost of output and in economy generally. It is difficult to say what the future has in store for us, but without wishing to be unduly optimistic, I think, I may say that there are some signs that China is endeavouring to wake up and throw off her lethargy and indifference to Western methods and ideas, and if the day ever comes when she will succeed in doing this, such an industry as ours will be the first to reap the benefits of the demand for steamers and ships of all kinds, which we are now trying to better equipped for supplying. Your chief manager has, I am glad to report, given practical effect to a very desirable change in the mode of our working by giving special attention to the shipbuilding as distinct from the repair department, and this year marks a new departure in the annual contract to build and engine entirely out here a first-class, full-powered passenger boat for the Canton River against tenders from the best builders at home. Our new 100-ton steam hammer, after having been completed and successfully put to work, has unfortunately been damaged by a heavy landslide from the hill behind the forge. Steps, however, are being taken to hasten the necessary repairs and to prevent a recurrence, which will take several weeks to complete. As regards the proposed new dock, which has been so often referred to by my various predecessors at successive meetings ever since Japan's docking capabilities were brought home to us by our inability to secure the docking of H.M.S. *Victorious*, in the year 1898, you will have learned from the report that the negotiations with the Government for a site for the dock, which has been going on for more than three years, have now reached a point where we can submit to you definite terms for the acquisition of the land, and this will be done at a subsequent special meeting to be held in the latter part of October next, and prior to which a general outline of the scheme and our proposal will be circulated among shareholders in ample time for their consideration. It was, as you know,

intended to discuss the question after the close of the present meeting, the reason being that the Government have us only up to the 1st proximate to decide on the acceptance or otherwise of their offer, but as some shareholders wished for longer notice, we altered our intention in deference to their views, and since that time the Government have in response to a request from us been good enough to extend the time for a further period of three months. Looking at the accounts I see nothing but the usual items, which speak for themselves, though I may remark that your indebtedness to steady creditors, which was \$633,892 last December, has increased to \$1,083,850 on 31st June, with another \$300,000 to be added when the present dividend is paid, and will continue to increase as long as we do not put by out of earnings every six months at least as much as we have spent on capital in the interval. Our credit is good, no doubt, but we must not let that fact tempt us to stretch it too far till we get quite out of our depth, and be forced to suddenly call on you for more capital. My speech possibly longer than usual, but my desire is to place our position clearly and fully before you. Before moving the adoption of the report and accounts I will be glad to answer, so far as I am able, any questions concerning same.

There were no questions, and the CHAIRMAN moved the adoption of the report and accounts. Hon. C. S. SHARP said—I beg to second the resolution you have just proposed for the adoption of the report and accounts. I feel sure that all present have considered with attention the exhaustive remarks and explanations you have given regarding them. We seem to have fallen upon lean times, and no doubt we have in a measure been spoilt by recent years by a succession of ever-improving half-years' workings the present comes as rather an unpleasant reminder that there are "downs" as well as "ups" in business. I do not see, however, why the present little set-back should cause any alarm, as business has admittedly been in a very slack state all round for some time past, and this Company cannot expect to be exempt from the results of this; but we should not therefore imagine that the good times have gone, to return no more. I am glad to see that the Board proposes a conservative policy in regard to the distribution of profits. I have heard some reports of clamour for a larger dividend, but I cannot link that such can have come from any shareholders having the permanent interests of the Company at heart, and I for one trust the Board will continue to set its face rigidly against any attempts or tendency to "milk" the Company in that way, especially so long as the Company's indebtedness amounts to any considerable sum. I see our old friend the Admiralty Loan shows up this time in an unpleasing light, the dollar amount being about the same as it was quite a time ago, although the sterling amount has been considerably reduced. I recollect quite a number of years ago advocating at one of these meetings the desirability of remitting the whole amount of the Loan to England since the Admiralty would not apparently accept repayment of the whole amount at one time, and this course, with the exchange prevailing, would, I think, have saved the Company a good deal had it been adopted, even taking into account the low rate of interest the money would have been earning on fixed deposit. But other counsels prevailed. You have referred to the matter of the proposed new Dock, and I think the Board has taken a wise course in postponing to a future meeting the consideration of this important project, so as to allow the matter to have the full attention of the directors. Gentlemen, I appeal to the Board to look up to the magnificent position which our unrivalled Bank, our very own, the Hongkong and Shanghai Bank—has created for itself in the unshaken solidity it is to-day by a course of action admitting of no wavering principles. True, its earliest history furnishes examples not to be copied; but its latter-day management has been such as to make it capable of weathering all financial crises, and no matter what their effects on the balance-sheet its ability to pay uniform steady dividends and bonuses has never been imperilled. As owners of a business, who pay for its proper conduct, shareholders expect to be considered and to be taken in the confidence of the directors. In Hongkong, they are often too lightly considered, and a desire to elicit information or to throw out a suggestion is not infrequently misconstrued into an antagonism against the directorate. This is destructive of the true interest and prosperity of any concern. Now, gentlemen, the confidence in our Dock as a stable concern is shaken. It is an unpleasant truth to admit. There is no getting out of that fact. We cannot be blind to it. Let us rise up to the situation and make an honest confession that an error of judgment has evoked uncalled-for criticism not altogether unmerited. Before I resume my seat, I will make an apology for retarding opinion to which I would appeal to the directorate to give their earnest consideration. Having regard to the fact that our establishments, our workshops, and our plant are represented in our books at figures for which they could never be replaced, and are variously valued at six or seven times the book value, the time has now arrived when, in my opinion, a systematic method of writing down should be adopted once for all. When once adopted, let that system be put in practice as a hard and fast rule, admitting of no departure. It is not for me to say what the exact percentage of our profits should be taken as the "golden mean" for adoption; but that one such can be found, I don't for a moment doubt. I ask for no vote in favour of my amendment; it should appeal to you on its own merits. I therefore move that the amount proposed to be written off the value of the Dock establishment, &c., viz., \$219,437.76, be reduced to \$163,004.63 and that the difference of \$50,000 be appropriated for an addition to the bonus at the rate of \$1 per share. It formally moving the amendment I beg leave to make a few remarks. Half-year after half-year we have met to listen to the accounts of good stewardship of our vast and important establishments with their great resources. On those occasions we have been neither stinted with our praise of the directorate and management nor parsimonious with our bonuses. Just as reward is liberally given for the successful conduct of our business, so also must criticism—fair and impartial criticism—be expected when good cause is found for grievance on the part of the shareholders. As one amongst a large number of shareholders I desire to ventilate our grievance, and I take this able occasion to make it heard. The past half-year has been anything but a prosperous one for the Company, with the inevitable result that there has been an abnormal shrinkage in the net profits of our business. When good judgment and foresight cannot be taken to task for small profits we must accept in an equal spirit the ups and downs from which human affairs are never free. But when profits once earned, can be distributed without impairing the efficiency of the Company's work and its future prospects, we naturally feel it a hardship to see the profits proposed to be divided in a manner by which only posterity will gain at the cost of our immediate loss. In the accounts before us the directors propose the enormous sum of \$219,437.76, or 59 per cent. in proportion to the net profits, which is out of all proportion to the total profit to be written off the value of our property, plant, &c., out of a total net profit of \$373,460.86. It is not apparent to us shareholders what rule applies with the directors in the matter of this appropriation of profits. On the face of it and in the absence of satisfactory explanation, the standard must be sought for in something else—a few figures in anticipation of something of this kind happening, and will now read them to you. There are a number of reasons why a larger appropriation to shareholders than \$50,000 was attained in the year 1901, when the handsome profit of \$806,558.65 was netted for the first half-year. Then the amount agreed to for writing down was only \$185,370.71, or 20.45 per cent. in proportion to the net profits. For the first half of the current year the abo total has set in and our profits have been reduced to \$373,460.86, yet the amount we are entitled to write down is \$219,437.70, or 58.75 per cent. What business or logical argument can be adduced in explanation of so great an arithmetical discrepancy? It is not within our comprehension to discover. I would like to refresh your memories about the procedure of former years, say from 31st December, 1896, to 31st December, 1897, during which period

the uniform dividend and bonus of 5 and 4 per cent respectively were distributed to the shareholders, notwithstanding the fact that at one time a variation of 59 per cent. took place in our net earnings, viz., between 30th June, 1896, and 31st December, 1897; the figures are \$569,073 net profit of six months ending 30th June, 1896, and \$263,406 net profit of six months ending 31st December, 1897. Times out of memory have we been told that the value of our premises, our stock of materials on hand, and the rest of it have been written down to a figure which at their book-value should afford us a sense of perfect security. Yet the proposition before us might have been for all we know living unconsciously in a state of false security after this. This inconsistency of action in proposing to write off variable amounts which has the effect of infusing a want of confidence is not business-like and appeals to men of common sense as worthy of strong condemnation. Shareholders suffer in smaller dividends by this questionable method in the adjustment of our accounts. Throughout the East the Hongkong Docks have been regarded as by far the soundest and the most stable concern whence capital might be safely invested. One of the reasons advanced for the sub-division of our shares, I well remember, was to enable small people to invest their savings in our gilt-edged securities. Dividends and bonuses were declared which investors, trustees, and all alike had relied upon as likely to have been maintained. Yet we are confronted with a state of affairs reflecting not very creditably upon those who have proclaimed to the world that Dock shares could command an interest that extraneous influences would not severely affect. At one fell stroke we see our dividends and bonus cut down by as much as 33 per cent.—a serious blow to those who might have depended upon the stability and the power of our Company to keep up a return when once declared and paid. It is not the clamour of speculators I give utterance to; I have no sympathy with such. But if buyers and sellers of shares are taxed with this malady in order to ward off any just representation on the part of shareholders, I must admit that members of the directorate of local companies themselves fall within the pale of their condemnation, and stand before the public as self-condemned in slips bearing their own names passing from hand to hand in the Colony. The circumscribed limits of our business circle disclose many unpleasant facts which escape observation in large cities. Gentlemen, I appeal to the Board to look up to the magnificent position which our unrivalled Bank, our very own, the Hongkong and Shanghai Bank—has created for itself in the unshaken solidity it is to-day by a course of action admitting of no wavering principles. 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**NEW ADVERTISEMENTS**

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Hongkong, 19th August, 1902. [2223]

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Care of Daily Press Office.  
Hongkong, 19th August, 1902. [2225]

**WANTED.**

**A PORTUGUESE CLERK**, who writes a good hand and has some knowledge of Bookkeeping and Insurance.  
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**B.**  
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Hongkong, 19th August, 1902. [2222]

**WANTED.**

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**R.**  
Care of Daily Press Office.  
Hongkong, 19th August, 1902. [2226]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship

"HAI-TAN."  
Captain Beach, will be despatched for the above ports TO-DAY, the 19th inst., at NOON.  
For Freight or Passage apply to

**DOUGLAS LAFIAK & CO.**  
General Managers.  
Hongkong, 19th August, 1902. [2219]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ASAMA."  
Captain F. F. Bennett, will be despatched for the above port TO-DAY, the 19th inst.  
For Freight, apply to

**SHEWAN, TOMES & CO., Agents.**  
Hongkong, 18th August, 1902. [2218]

FOR SINGAPORE, SAMARANG AND SOURA-BAYA.

THE Steamship

"BABELSBERG,"  
Captain Reckmann, will be despatched for the above port on SATURDAY, the 23rd inst., at NOON.  
For Particulars, apply to

**EAST ASIATIC TRADING CO.**  
Hongkong, 18th August, 1902. [2240]

OSAKA SHOSEN KAISHA.

THE Company's Steamship

"KEELUNG MARU."  
Captain K. Sobajima, will inaugurate the New Service between HONGKONG and SHANGHAI via Port.

She is expected to arrive here from Swatow on Thursday, and will be despatched for SHANGHAI via Ports on SATURDAY, the 23rd instant.

Through Bills of Lading issued for Cargo to Yangtze River ports as well as North China ports in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For further information apply to the Company's Branch Office at No. 2, Des Voeux Road Central.

**T. ARIMA,**  
Manager.  
Hongkong, 19th August, 1902. [2224]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"RUBI."  
Captain R. W. Almond, will be despatched for the above port on TUESDAY, the 26th inst., at 4 P.M.

Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation amids. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

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Hongkong, 19th August, 1902. [2221]

"BEIN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship

"BENVORLICH."  
Captain R. W. Thomas, will be despatched as above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & CO., Agents.**  
Hongkong, 19th August, 1902. [2220]

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**SCHOOL DUTIES** will be RESUMED on THURSDAY, the 21st instant.

For Terms for Boarders and Day Scholars, apply to—

**THE HEADMASTER.**

Hongkong, 16th August, 1902. [2212]

**PUBLIC COMPANIES**

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**THE DIVIDEND** declared for the Half-year ending 30th June last at the rate of ONE POUND and TEN SHILLINGS Sterling per Share of \$125 is payable on and after MONDAY, the 18th August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.

**J. R. M. SMITH,**  
Chief Manager.  
Hongkong, 16th August, 1902. [2211]

**QUEEN MINES, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 A.M., when the abovementioned Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed Liquidator for the purpose of such winding up."

**JOHN D. HUMPHREYS & SON,**  
General Managers.

Hongkong, 6th August, 1902. [2141]

**OLIVERS FREEHOLD MINES, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at NOON, when the abovementioned Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed Liquidator for the purpose of such winding up."

**JOHN D. HUMPHREYS & SON,**  
General Managers.

Hongkong, 6th August, 1902. [2141]

**PASCALL'S GOLDEN MALT EX**

BERLINGOTS, &c.

**H. RUTTONJEE,**

No. 38 & 40, Elgin Road, Kowloon.

Hongkong, 16th August, 1902. [2125]

**PURE FILTERED HIGH-CLASS AERATED WATERS**

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Kola Champagne, Chardonnay, Orangeade, Chamomile, Lemon Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Wafer, Brown Tomato, &c., &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY WORKS, WEST POINT, Or. F. P. DANENBERG. Telephone 367. Price List and Order-book on Application.

Hongkong, 16th August, 1902. [1674]

**PURE FRESH WATER**

**THE HONGKONG STEAM WATER BOAT CO., LTD.** is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

**J. W. KEW,**

20, Bee Voon Road.

Hongkong, 13th June, 1902. [165]

**COLD STORAGE**

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [1674]

**C. E. WARREN & CO., BUILDING CONTRACTORS**

to, Des Voeux Road Central.

**C. MOONEY,**

Secretary.

Hongkong, 16th August, 1902. [2202]

**NOTICES OF FIRMS**

**THE VICTORIA DISPENSARY.**

**NOTICE IS HEREBY GIVEN** that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHEY KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESSES, and all orders committed to his charge will receive immediate attention.

**THE VICTORIA DISPENSARY,**

J. E. CAPELL,

Manager.

Hongkong, 5th August, 1902. [2116]

**NOTICE.**

**THE VICTORIA DISPENSARY.**

NOTICE IS HEREBY GIVEN that Mr. PETER HARTWIG NEILLNER

to SELL his PRODUCTION the name of our Firm at Hongkong, Shanghai and Hankow.

MEYER & CO.

Agents.

Hongkong, 18th August, 1902. [2202]

**NOTICE.**

**"BENSOFT" UPPER RICHMOND ROAD.**

APPLY TO—

**DEACON & HASTINGS,**

10, Des Voeux Road.

Hongkong, 1st August, 1902. [2204]

**NOTICE.**

**THE HONGKONG STUDIO.**

NOTICE IS HEREBY GIVEN that Mr. PHILIP TRAIT PAINTER, EXC.

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Hongkong, 22nd April, 1902. [1191]

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43 and 45, Des Voeux Road. Shipchandlers,  
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Watches and Clocks by competent  
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A YOUNG ENGLISHMAN with three  
years' experience in Mercantile Firms,  
offers his services to any local firm or abroad at  
very moderate terms.

Apply to "CLOKE,"  
Editor of the "Daily Press,"  
Hongkong, 28th July, 1902.

BRITISH NORTH BORNEO.

WANTED.

A N EXPERIENCED FOREMAN for a  
Government Timber Mill. Must be  
thoroughly acquainted with the erection and  
management of timber-cutting Machinery.  
Forward copy of recent testimonials and state  
salary required to  
DIRECTOR OF PUBLIC WORKS,  
Sandakan.  
Hongkong, 4th February, 1902.

CARTRIDGES: CARTRIDGES!  
JUST LANDED A NEW STOCK OF  
ELEY'S AND KWNOCH'S SPORTING  
CARTRIDGES AND NEWCASTLE  
CHILLED SHOT.

20 BORE CARTRIDGES  
AN ALL-ROUND SPORTSMAN.

Mr. McCalmon was born on the day that  
Col. Townley's Kettledrums won the Derby. He  
was educated at Eton, being in the house of  
Mr. Hale. Whilst there he played a great deal  
of Association football and assisted greatly in  
some notable victories for his house team. But  
even more than that, he was for two years in the  
Eton football eleven, being contemporary with  
Mr. P. J. de Paravicini, the cricketer, Mr.  
W. Bromley Davenport, M.P., Mr. H. W. Bain-  
bridge, Mr. G. C. Bourne, and others, who have  
made their name in the world. Mr. McCalmon  
was a hard-worker and a heavy charger. But  
the hardy game of winter was not his only recrea-  
tion, for he was also a wet-boil, and was the  
stroke-man of an Etonite which gained a glorious  
victory at the great Henley Royal Regatta.

But even with all his devotion to outdoor sport,  
he was a clever young man, as he not only  
worked his way into the sixth form of Eton  
College, but passed all his military examinations  
whilst he was there. This is quite unusual,  
and he was consequently gazetted, while  
at Eton to the 6th Foot. Transferred to the  
Scots Guards, he remained with that regiment  
until he retired from the service in 1889, but  
he afterwards joined a battalion of the Warwickshire  
Militia, of which he became the commanding  
officer. Moreover, he took his regiment  
out to South Africa, and was very useful during  
the war with the Boers. Since 1889 he had  
represented the Newmarket division of Cam-  
bridgehire, a seat he won from Sir George  
Nease, so that quite apart from his success as  
a sportsman, he has rendered public service to  
his country ever since the day he joined the  
6th Foot. But when young McCalmon left  
Eton he took away with him his love for foot-  
ball, and he it was who suggested and founded  
the Army Football Association. Moreover he  
played with his regimental team until increasing  
weight bade him forfeit the rough joys of  
football and the stern work of rowing. But  
then he took to coaching, and while he  
was in the Scots Guards he was associated  
with the Lord Winchester, who was killed  
in the Boer War, Lord Wiltshire, Col.  
Clitheroe, and Col. Stracey in the Brighton  
coach, while afterwards he ran a coach from  
Ross to Mounth and Aberystwyth, a project  
probably suggested to him by his visits to his  
country residence of Bishopsgrove, near the  
beautiful old-world town of Ross. Now about

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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

CAPTAIN MCCALMONT.

A London daily newspaper, which is usually  
very accurate in its intelligence concerning  
Society, announced the other day that Colonel  
Harry McCalmont, C.B., M.P., had been selected  
by the Government, as the Governor-General  
of Australia, in succession to the Earl of  
Hopetoun, who resigned his position owing to  
the fact that this royal position entailed greater  
demands upon his purse than he felt justified in  
meeting, having due regard to his family. It  
is impossible that such a point can weigh with  
Colonel McCalmont, who is a man of almost  
fabulous wealth, but the point is, that, if the story  
be true, one sportsman would

this time towards the end of the eighties—that  
Mr. McCalmont came under the influence of  
Captain Michell, and acquired a few racehorses.  
He was always fortunate, and having bought  
*Timothy* from the Dowager Duchess of  
Montrose, well known as "Mr. Manton," he won  
the Ascot Cup, and the Alexandra Plate with  
him to the outspoken disgust of the lady who  
made a scarlet jacket her livery. With *Timothy*,  
*Suspender*, who won the Royal Hunt Cup, and  
*Isinglass*, who was only once beaten and that by  
*Racetrack*, to whom he was endeavouring to  
concede little, Mr. McCalmont laid the foundation  
of a brilliant career on the Turf. This we  
need not trace minutely, but as showing what a  
lottery breeding and racing are, let me tell  
you that *Deadlock*, the dam of *Isinglass*,  
was an old *Wenlock* mare to which Captain  
Michell took a fancy. She was drawing  
a cart on a farm when the estate  
captain found her and bought her for  
19 sovereigns. She was mated with *Isomony* and sold  
the following year with her foal at foot, a colt  
called *Islington*, to Mr. McCalmont for £200.

In 1889 her new owner sent *Deadlock* again to

Mr. McCalmont for £200.

Not even the cricket match between Oxford  
and Cambridge has the magnetic attraction for  
Society possessed by the annual game between  
the schools of Eton and Harrow, which was  
concluded up at Lord's last Saturday. The first  
match between the Gentlemen and the Players  
was decided on the original Lord's ground in  
Dorset Square in 1806, while the series between  
Oxford and Cambridge was commenced at Lord's  
in June, 1827, but I bid you all mark the fact  
that Eton and Harrow first came into conflict  
on the tented field of cricket in 1803, also at old  
Lord's in Dorset Square, so the schoolboys of  
England set an example which the representa-  
tive cricketers of the country and the two great  
sister universities were glad to follow. But it is  
believed that there were several matches between  
the Etonians and the Harrovians prior to 1805,  
although the scores were not preserved. In the  
Harrow eleven of that year I find the name of Lord  
Byron, who was caught in the first innings for  
seven and bowled in the second for two. Harrow  
only scored 55 and 56, and Eton, with  
122, won by an innings and two runs. Perhaps  
the smallness of the Harrow score is explained  
by the remark in one of Lord Byron's letter's  
that "we were most of us rather drunk."  
How I got home after the play God knows.  
At any rate we have improved since those  
barbarous days. I note, too, that Lord Byron  
bowled one J. Kaye for seven. Byron was  
particularly fond of cricket, despite his club-  
foot, and we often find allusions to the  
game in the letters of his younger days. When  
he resided at his country-house at Southwell in  
Nottinghamshire he used to sit on his shoulder and  
watch the game of shooting. On his Newmarket  
estate 6,000 pheasants have been brought down  
in one season, and every head given away—as  
becomes a man of his means. Mr. McCalmont  
is a member of the most exclusive clubs in the  
world, viz., the Jockey Club, the Royal  
Yacht Squadron, and is quite one of Marl-  
borough House set. What could Australia  
wish for more than such a sportsman, even if he  
is not a real live lord?

THE CHARM OF COACHING.

The brief allusion I have made to the love of  
coaching possessed by Col. McCalmont serves to  
remind one of the joy and sport to be had by a  
gentleman who has the means to equip and the  
time to drive his own four-in-hand. There are  
few more splendid spectacles in London than  
the meets of the Coaching and the Four-in-Hand  
Clubs at Hyde Park. The beauty of the well-  
matched teams harnessed to faultless equipages  
blazing with the light and gay colours of ladies  
who are decked with the triumphs of the modiste  
and the milliner combine to present a picture  
which for splendour, symmetry, and wealth of tint  
and tone it is indeed difficult to surpass, but after all these meets in a London park followed by a drive to the Crystal Palace  
for dinner are merely Society functions, and  
certainly stereotyped in their character. The  
sport of coaching is to drive through the country  
uphill, and down dale, viewing the smiling landscape  
from the box seat with the four ribbons in  
one's left hand, the right being free to apply the  
brake, to salute a lady, and to use the whip if  
need be. After all a whip will not make a  
horse get to his collar. To get the most out of  
a coach-horse as out of a racehorse a man wants  
"hands," that is to say the hands of sympathy  
which a horse realises so well. With these  
some men could drive a team with reins made  
of thin silk. Of course any man can drive good  
horses, but it requires an artist to tool a team  
of bad horses, and to control and humoure the  
excitable equine. Here again is the sport of  
coaching. A friend of mine, who is an old  
Etonian, takes great delight in driving a pro-  
prietary coach some ninety-six miles a day for  
about five months in the year. He spent £400  
on a coach modelled upon those of the good old  
times and he keeps about fifty horses to do this  
journey day by day—seven times a week. But with  
his variety of horses and passengers, the  
changes in our climate, and the incidents of the  
road, he finds his hobby just as entertaining to  
himself and to others as the constant daily  
practice of cricket for four months. After all  
one is sometimes to think, and to ask ones self  
the utility of so much cricket. But coaching  
has both a practical and a sporting side. It is a  
means of locomotion and enables one to realise  
how our fathers travelled and saw the country  
while there is plenty of pastime and recreation,  
to say nothing of hard work in driving. Coaching  
to me is delightful, and I know few more  
thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
up a gradual hill for a mile, especially if the  
coach is well-built and so nicely balanced that  
one rides with comfort. There are plenty of  
four-in-hand coach drives in England, and if  
one chance a reader desires an agreeable change,  
and a respite of sport, let him bargain for a  
seat on the box near the driver. Of course,  
coaching like me is delightful, and I know few more

thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
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coaching like me is delightful, and I know few more

thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
up a gradual hill for a mile, especially if the  
coach is well-built and so nicely balanced that  
one rides with comfort. There are plenty of  
four-in-hand coach drives in England, and if  
one chance a reader desires an agreeable change,  
and a respite of sport, let him bargain for a  
seat on the box near the driver. Of course,  
coaching like me is delightful, and I know few more

thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
up a gradual hill for a mile, especially if the  
coach is well-built and so nicely balanced that  
one rides with comfort. There are plenty of  
four-in-hand coach drives in England, and if  
one chance a reader desires an agreeable change,  
and a respite of sport, let him bargain for a  
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coaching like me is delightful, and I know few more

thrilling experiences than to sit behind a noble  
and willing four who will stretch themselves out  
up a gradual hill for a mile, especially if the  
coach is well-built

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", nearest Hongkong "B", midway between Hongkong and Kowloon "C", and those vessels berthed at the Kowloon Wharf "D", together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	TELEMACHUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP	BERGOLZ	Brit. str.	2 m.	C. L. Daniel	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON & C. VIA PORTS OF CALL	CRUSAN	Brit. str.	2 m.	P. & O. S. N. CO.	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
LONDON	ANTROPE	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th September.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th September.
LONDON	DIOMEA	Brit. str.	—		BUTTERFIELD & SWIRE	On 30th September.
LONDON	JARON	Brit. str.	—		BUTTERFIELD & SWIRE	On 14th October.
LONDON	PYREUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th September.
LIVERPOOL DIRECT	CANTON	Brit. str.	—		BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
MARSEILLES & LONDON	TAMBA MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 23rd inst., at Daylight.
MARSEILLES, LONDON, & ANTWERP, SPORE, & C. VIA PORTS OF CALL	POLYNESIAN	Fren. str.	—		BUTTERFIELD & SWIRE	On 25th inst., at 1 P.M.
GENOA, LONDON, & ANTWERP VIA SUEZ CANAL	BENYOLICH	Brit. str.	—	R. W. THOMSON	MISCELLANEOUS MARITIMES	On or about 28th inst.
BREMEN, VIA PORTS OF CALL	BYBEN	Ger. str.	2 m.	H. Blieker	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
HAVRE, BREMEN & HAMBURG	C. F. FEED LABEZ	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	KONGSBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	FELBURG	Ger. str.	—	Beitzen	HAMBURG-AMERIKA LINIE	On 22nd October.
HAVRE & HAMBURG	SILVIA	Brit. str.	2 m.	F. P. Bown	SHEWAN, TOME & CO.	To-day.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	2 m.	DODWELL & CO. LIMITED	About 23rd inst.	
NEW YORK VIA PORTS & SUEZ CANAL	LENNOX	Brit. str.	—	JARDINE, MATHESON & CO.	On 15th September.	
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	STANDARD OIL CO. OF NEW YORK	On or about 18th inst.	
NEW YORK VIA SUEZ CANAL	SENECA	Brit. str.	—	O. P. MARSHALL, R.N.E.	McGREGOR BROS. & GOW	On 13th September.
NEW YORK VIA SUEZ CANAL	GLENROY	Brit. str.	—	E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.	On 27th inst., at Noon.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	DODWELL & CO. LIMITED	CANADIAN PACIFIC R. CO.	On 10th September.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	4 m.	O. P. MARSHALL, R.N.E.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TACOMA	Jap. str.	4 m.	DODWELL & CO. LIMITED	POBLAND & ASIATIC S.S. CO.	On 8th September.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIJOHN MARU	Jap. str.	2 m.	DODWELL & CO. LIMITED	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	—	DODWELL & CO. LIMITED	NIPPON YUSEN KAISHA	On 8th September.
PORTLAND, OREGON	HYADES	Brit. str.	—	S. J. G. PARSONS	NIPPON YUSEN KAISHA	On 24th September.
AUSTRALIAN PORTS.	INDRAJAHMA	Brit. str.	—	H. Fraser	HAMBURG-AMERIKA LINIE	On 8th October.
YOKOHAMA, KOBE	THINAN	Jap. str.	—	Klausberger	HAMBURG-AMERIKA LINIE	On 22nd October.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KASUGA MARU	Ans. str.	—	J. D. Andrews	HAMBURG-AMERIKA LINIE	To-day.
KOBE & YOKOHAMA	NIPPON	Brit. str.	—	P. & O. S. N. CO.	DODWELL & CO. LIMITED	About 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	CANDIA	Jap. str.	—	J. D. Andrews	JARDINE, MATHESON & CO.	On 15th September.
SHANGHAI VIA PORTS	KAMAKURA MARU	Jap. str.	—	H. Petersen	STANDARD OIL CO. OF NEW YORK	On or about 18th inst.
SHANGHAI	KUMANO MARU	Jap. str.	—	E. W. Haswell	O. P. MARSHALL, R.N.E.	On 27th inst., at Noon.
NINGPO & SHANGHAI	PRINCESS IRENE	Brit. str.	—	G. Dannemann	E. BEETHAM, R.N.E.	On 10th September.
TAMSUI, VIA SWATOW & AMOY	KEELUNG MARU	Brit. str.	—	K. Sobajima	DODWELL & CO. LIMITED	On 23rd inst., at 4 P.M.
ANPING, VIA SWATOW & AMOY	WOOSUNG	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. CO.	On 30th inst., at Noon.
AMOY & SHANGHAI	DAIO MARU	Jap. str.	1 m.	DODWELL & CO. LIMITED	MITSUI BUSSAN KAISHA	On 29th inst., at Daylight.
SWATOW, AMOY & FOOCHOW	MAINZBURU MARU	Jap. str.	1 m.	T. Saito	MITSUI BUSSAN KAISHA	On 29th inst., at Noon.
SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str.	1 m.	G. Sakano	MITSUI BUSSAN KAISHA	On 29th inst., at 4 P.M.
SHANSI	SHANSI	Brit. str.	—	Rodger	BUTTERFIELD & SWIRE	On 23rd inst.
HAITAN	HAITAN	Brit. str.	2 h.	E. J. Tadd	DODWELL & CO. LIMITED	Today, at Noon.
I DE LA RAMA	I DE LA RAMA	Amr. str.	—	E. J. Tadd	JARDINE, MATHESON & CO.	On 21st inst., at Noon.
YUENHSANG	ROSETTA MARU	Brit. str.	—	E. J. Tadd	EAST ASIATIC TRADING CO.	On 23rd inst., at Noon.
ROSETTA MARU	3,876 Tons.	—	Reckermann			

## SHIPPING.

## VESSELS ON THE BERTH



TOYO KISEN KAISHA,  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Tate will be despatched for MANILA

TO-DAY, the 19th inst., at NOON.

Magnificent Accommodation. Comfortable

Cabin. Excellent Table. Unrivalled Speed.

Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Building, Ice House Street.

Hongkong, 9th August, 1902.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe will be despatched as above

TO-DAY, the 1st inst., at NOON.

This Steamer has superior accommodation

for First Class Passengers and is fitted throughout

with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 1st August, 1902.

"BEN" LINE OF STEAMERS

FOR LONDON AND ANTWERP.

The Steamer

"BENGLOE."

Captain Potter will be despatched as above

on or about WEDNESDAY, the 20th inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 8th August, 1902.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"SENECA" — About 18th August.

For Freight and further information apply to

STANDARD OIL COMPANY OF  
NEW YORK

Oriental Shipping Department.

Agents.

Hongkong, 13th August, 1902.

FOR ILOILO (DIRECT).

The Steamer

"I DE LA RAMA."

Captain F. Such will be despatched as above

on THURSDAY, the 21st inst., at NOON.

This Steamer has superior accommodation for

First Class Passengers, and is fitted throughout

with Electric Light.

For Freight or Passage, apply to

HIJOS DE I DE LA RAMA,

12, Beauchamp Arcade, 1st Floor.

Hongkong, 15th August, 1902.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Company's Steamship

"LAISANG."

Captain E. J. Tadd will be despatched as above

on THURSDAY, 21st inst., at 8 A.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 14th August, 1902.

SHIPPING REPORTS.

The German steamer *Kowloon*, from Yangtsze ports, 14th inst., had moderate S.W. monsoon and fine, clear weather throughout. On the 17th August at 7 p.m. struck English mail *Paramatta*, off Lamma Island, from Hong Kong for the North.

VESSEL ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,  
HOKKAIDO AND YOKOHAMA.

The Imperial German Mail Steamship

"PRINZESS IRENE."

OF THE NORDDEUTSCHE LLOYD,

Captain E. Dannemann, due here with the outward German Mail about TUESDAY, the 19th inst., will leave for the above places about 24 hours

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS:

FROM GLASGOW AND LIVERPOOL	STEAMERS PYRRHUS	On 26th August
GLASGOW AND LIVERPOOL	"DIOMED"	On 28th August
GLASGOW AND LIVERPOOL	"JASON"	On 3rd September
GLASGOW AND LIVERPOOL	"NESTOR"	On 13th September
GLASGOW AND LIVERPOOL	"MACHAON"	On 18th September
GLASGOW AND LIVERPOOL	"KAISOW"	On 18th September
GLASGOW AND LIVERPOOL	"ACHILLES"	On 25th September

## HOMEWARDS:

TO LONDON and ANTWERP	STEAMERS TELEMACUS	On 20th August
LONDON	"ANTENOR"	On 4th September
LONDON	"DARDANUS"	On 16th September
LONDON	"DIOMED"	On 30th September
LONDON	"JASON"	On 14th October

(Taking Cargo at London Rates)

For Freight, apply to BUTTERFIELD &amp; SWIRE,

AGENTS, O. S. S. CO.

Hongkong, 13th August, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR NINGPO AND SHANGHAI	STEAMERS WOOSUNG	TO SAIL On 19th August
MANILA	"SUNGKUANG"	On 23rd August
PORT DARWIN, THURSDAY	"SHANSI"	On 23rd August
ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 13th August, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAVINGS FROM HONGKONG via SHANGHAI INLAND SEA OF JAPAN, MOJI, KORE &amp; YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

CPTAIN HONGKONG, September 13, 1902.

"INDRASAMI" 4 TONS. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to—

ALLAN CAMERON, GENERAL AGENT.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOB MANILA. THE Company's Steamship.

"DIAMANTE". Captain E. Hodger, will be despatched for the above port, on THURSDAY the 21st inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 16th August, 1902.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship.

"NIPPON". Captain Klausberg will leave for the above place on FRIDAY, the 22nd inst., P.M.

This Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight, apply to SANDER, WIELER &amp; CO.

Hongkong, 16th August, 1902.

## CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALIFORNIA.

AVERAGE LENGTH OF VESSEL TO SYDNEY 20 DAYS.

Saloon Passengers will be specially accommodated in staterooms of which the largest will accommodate six persons.

The attention of Passengers is directed to the

NEXT SAILINGS:

"TSINAN" will sail on 1st August.

"CHANGSHA" 1st September.

"MINGHUA" 1st October.

"TAIWAN" 1st October.

Superior accommodation amidst Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Only qualified European Surgeons carried.

For further particulars apply to E. A. HEWETT.

Superintendent.

Hongkong, 16th August, 1902.

## BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Sailing—

Steamship Tona 1902.

"HYADES" 3,713 12th September.

"LYRA" 4,200 4th October.

"SHAWMUI" 3,600 23rd October.

"TEEMONT" 3,600 17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—

DODWELL &amp; CO., LTD.

General Agents.

Hongkong, 16th August, 1902.

## "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK via SUZE CANAL THE Steamship

STEAMERS

"GLENROY."

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to

MCGREGOR BROS. &amp; GOW.

Honkong, 4th August, 1902.

[1200]

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

THE following Steamers will be despatched as above at monthly intervals, carrying

Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG, S.S. INDRANI ... 13th September, 1902.

S.S. INDRAWADI ... Oct. 1902.

For Freight and further information, apply to

JAEDINE, MATHESON &amp; CO.

Agents.

[1200]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THE ROUGH BILLS

OF SAILING for all the principal ports in

SOUTH AFRICA, in connection with IMP.

CHINA STATE NAVIGATION CO.'s fortnightly

services hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

[1200]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS."

are hereby notified that the Cargo is being dis-

charged from Craft, and/or landed at the God-

downs of the Hongkong and Kowloon Wharf

and Godown Company, Ltd.; in both cases it

will lie at Consignee's risk. The Cargo will be

ready for delivery from Craft or Godown on

and after the 15th inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

Goods undelivered after the 21st inst.

will be subject to rent. All damaged Goods

must be left in the Godowns, where they will be

examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 15th August, 1902.

[1200]

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamer

"CHINA"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited

whence delivery may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all claims must be

sent in to the Office of the undersigned before

NOON on the 22nd of August, or they will not be

recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the

22nd of August, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER &amp; CO., Agents.

Hongkong, 15th August, 1902.

[1200]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. CO.'s Steamer

"PARRAMATTA"

FROM BOMBAY, COLOMBO, AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out by Mark, and

delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From London, C. &amp; ex s.s. Himalaya.

From Australia, ex s.s. Ocean.

## POST OFFICE NOTICES

The Empress of India, with the Canadian Mail, left Shanghai on Saturday, the 16th inst., at 7 p.m., and may be expected here to-day.  
The Princess Irene, with the German Mail of the 23rd ult., left Singapore on Friday, the 15th inst., at 11 a.m., and may be expected here to-day.  
The Nippon Maru, with the American Mail of the 24th ult., left Yokohama on Wednesday, the 21st inst., a.m., and may be expected here on or about Thursday, the 22nd inst.

## MAILS WILL CLOSE

POB	P.R.B.	DATE
Canton	Hawick	Tuesday, 19th, 7.30 A.M.
Swatow, Amoy, and Foochow	Hafnia	Tuesday, 19th, 11.00 A.M.
Manila	Yueneng	Tuesday, 19th, 11.00 A.M.
Moj, Kobe and Yokohama	Rosalia Maru	Tuesday, 19th, 11.00 A.M.
Bangkok	Indrapura	Tuesday, 19th, 11.00 A.M.
Straits and Calcutta	Taitan	Tuesday, 19th, 11.00 A.M.
Macao	China	Tuesday, 19th, 11.00 A.M.
Shanghai	Angapuan	Tuesday, 19th, 2.15 P.M.
Ningpo and Shanghai	Tingting	Tuesday, 19th, 4.00 P.M.
Canton	Wooing	Tuesday, 19th, 5.00 P.M.
Swatow, Amoy and Anping	Power	Wednesday, 20th, 10.00 A.M.
Singapore	Maiduru Maru	Wednesday, 20th,
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Printed matter and samples	10.00 A.M.
Bayern	Letters	Registration 10.00 A.M. (Registration with late fee of 11 cents, up to 10.45 A.M.)
Telemachus	Wednesday, 20th, 3.00 P.M.	
Laisang	Thursday, 21st, 2.00 P.M.	
Fauang	Thursday, 21st, 3.00 P.M.	
Macau	Diamante	Friday, 22nd, 10.00 A.M.
Singapore	Canton	Printed matter and samples
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO	Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)	
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Letters	11.00 A.M.
Yokohama and Kobe	Nippon	Friday, 22nd, 3.00 P.M.
Singapore, Semarang and Sourabaya	Babelsberg	Saturday, 23rd, 11.00 A.M.
Manila	Sunkang	Saturday, 23rd, 11.00 A.M.
Moj, Kobe, Yokohama, Victoria, B.C., & Tsingtao	Tacoma	Saturday, 23rd, 11.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, and Adelaide	Taiwan	Saturday, 23rd, 3.00 P.M.
Amoy and Shanghai	Shanxi	Saturday, 23rd, 3.00 P.M.
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Polynesien	Saturday, 23rd, 3.00 P.M.
Yokohama, Victoria (B.C.) and Seattle	Riojan Maru	Saturday, 23rd, 3.00 P.M.
Manila	Rubi	Saturday, 23rd, 3.00 P.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA, AND VANCOUVER, B.C.	Empress of India	Saturday, 23rd, 3.00 P.M.
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Kawaga Maru	Saturday, 16th, 4.00 P.M.
Thursday, Island, Townsville, Brisbane, Sydney and Melbourne	Chimbu	Saturday, 30th,
Europe, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Steamship Transfer	Printed matter and samples
Bank Bills, at 10 days sight	China	10.00 A.M.
Credit, at 4 months sight	Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)	
Letters	11.00 A.M.	
Wednesday, 10th Sept., 11.00 A.M.	Tutor	Saturday, 16th, 11.00 A.M.

TO-DAY.  
Sale, Furniture, Sales Rooms, Mr. V. I. Remedios; 2.30 p.m.  
Sale, Furniture, Sales Rooms, Mr. Geo. P. Lambert; 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

18th August.

ON LONDON—	Geographic Transfer	1.81
Bank Bills, on demand	1.81	
Bank Bills, at 10 days sight	1.81	
Bank Bills, at 4 months sight	1.91	
Credit, at 4 months sight	1.91	
Documentary Bills 4 months sight	1.91	
ON PARIS—	Bank Bills, on demand	2.18
Credit, at 4 months sight	2.22	
ON GENEVA—	On demand	1.71
ON NEW YORK—	Bank Bills, on demand	421
Credit, 60 days sight	43	
ON BOSTON—	Telegraphic Transfer	130
Bank Bills, on demand	1301	
ON TORONTO—	Telegraphic Transfer	130
Bank Bills, on demand	1301	
ON SHANGHAI—	Bank Bills, on demand	73
Private 10 days sight	74	
ON YOKOHAMA—	Bank Bills, on demand	183 p.c.p.m.
ON MANILA—	On demand	11 p.c.p.m.
ON SINGAPORE—	On demand	1 p.c.p.m.
ON TAIPEI—	On demand	104
ON HONGKONG—	On demand	11 p.c.p.m.
ON CALIFORNIA—	On demand	1 p.c.p.m.
ON LAMPSOX—	On demand	601
Quotations, Bank's Buying Rate	\$11.40	
Gold, 10% fine, per tael	\$59.90	
Baroness OM	242	

## OPUM.

18th August.

Quotations are—Allow 10% to 15% Malwa New.....	\$900	to \$910 per picul
Malwa Old.....	\$980	to \$990
Malwa Older.....	\$1000	to \$1010
P.F. per wrapped.....	—	—
Persian extra fine.....	—	—
Patua New.....	\$917	to — per chest
Patua Old.....	\$930	to —
Bonares New.....	\$905	to —
Bonares OM.....	\$925	to —

## VESSELS EXPECTED.

THE CANADIAN MAIL.  
The C.P.R. steamer Empress of India arrived at Shanghai at 11 p.m. on the 15th inst., and left again at 7 p.m. on the 16th for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE CHINESE MAIL.  
The Imperial German mail steamer Prinzess Irene left Singapore on the 13th inst., at 11 a.m., and may be expected here to-day, p.m.

THE AMERICAN MAIL.

The T.K.K. steamer Nippon Maru from San Francisco on the 24th ult., via Honolulu, left Yokohama for this port, via Island Sea, on the 13th inst., a.m.

MERCHANT STEAMERS.

The O.S.S. steamer Pyrene left Singapore at 5 p.m. on the 18th inst., and is expected to arrive at this port to-day.

## JOINT STOCK SHARES

Hongkong, 18th August.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shad.	\$125	\$100, sellers 1/dou, 200.
Natl. Bank of China	—	227, sellers
A. Staves	29	227, sellers
B. Ships	29	240, sellers
Bell's Advertiser E. & C.	21	buyers
Campbell, Moore & Co.	\$10	224, buyers
China-Borneo Co., Ltd.	\$15	215, sales
China-Light & M.	\$10	215, sellers
China Sugar Company	\$104	193, buyers
Albany Ltd.	\$500	\$500, nominal
Philippines Tobacco	\$60	245, sellers
Tung Co., Ltd.	—	245, sellers
Cotton Mills	—	18, 4, buyers
Evo	100	18, 5, sellers
International	100	18, 5, sellers
Levi's King Mow	100	18, 42, buyers
Soyches	500	18, 16.
Hongkong	—	171, sellers
Dairy Farm	44	172, buyers
Finwick & Co., Ltd.	\$10	172, sales & buy.
Green Island Cement	—	172, sales & buy.
H. & C. Bakery	50	172, buyers
Hongkong & C. Gas	210	172, buyers
Hongkong Electric	—	172, sellers
H. H. L. Tramways	25	172, buyers
Hk. Steam Water-boat Co., Ltd.	\$50	172, buyers
H. & K. Wharf & G.	25	172, buyers
Hongkong Rope	50	172, buyers
H. & W. Boch Insurance	—	172, sellers
Canton	—	172, sellers
China Fire	25	171, buyers
China Traders	25	171, buyers
Hongkong Fire	25	171, buyers
North China	25	171, buyers
Straits	25	171, nominal
Union	25	171, buyers
Yangtze & Building	300	170, sellers
Hongkong Land Inv.	100	169, buyers
Humphreys Estate	100	169, sales
Kowloon Land & B.	250	169, sellers
West Point Building	250	169, sellers
Luzon Sugar	100	168, sales
Manila Sugar Inv. Co., Ltd.	50	168, sellers
Mining	250	168, buyers
Charbonnages	—	168, buyers
Jeletz	40	168, sellers
Do. Preference	25	168, sellers
Raube	25	168, buyers
New Amoy Dock	25	168, buyers
Oriente Hotel, Manila	25	168, sellers
Fowell, Ltd.	25	168, sellers
Johnson Piano Co., Ltd.	25	168, sellers
Steamship Coys.	50	168, sellers
China and Manila	—	168, nominal
Douglas Steamship H.	25	168, sellers
H. & L. & M.	25	168, sellers
Indo-China S. N.	25	168, sellers
Hofland & Transport	25	168, buyers
Trading Co., Ltd.	25	168, sales
Star Ferry	25	168, sellers
Ishra Planting Co., Ltd.	25	168, nominal
United Asbestos	25	168, nominal
Do.	25	168, buyers
University Trading Co., Ltd.	25	168, sellers
Watson, Ltd.	25	168, buyers
Watson & Co., A. S.	25	168, sellers
VERNON & SMYTH, Brokers	—	168, nominal

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 16th AUGUST, P.M.

18th August.

17th AUGUST, A.M.

18th AUGUST, P.M.

19th AUGUST, A.M.

19th AUGUST, P.M.

20th AUGUST, A.M.

20th AUGUST, P.M.

21st AUGUST, A.M.

21st AUGUST, P.M.

22nd AUGUST, A.M.

22nd AUGUST, P.M.

23rd AUGUST, A.M.

23rd AUGUST, P.M.

24th AUGUST, A.M.

24th AUGUST, P.M.

25th AUGUST, A.M.